

CLAIM AMENDMENTS

Pursuant to 37 CFR 1.121, a complete listing of all claims in the application, and their status, is set forth below. The text of each pending claim is also provided. Please amend the pending claims as follows, wherein added matter is underlined and deleted matter is ~~stricken through~~ or ~~[[double bracketed]]~~ in the text of the currently amended claims, relative to the immediate prior version. The claims in this listing are deemed to replace all prior claims in the application.

1. (Previously Presented) A bicycle saddle/seat which provides a vibrating/oscillating motion, comprising:

(a) a seat having a shell with a top and an underside, the shell having a front, a back, and a predetermined length, and a pair of parallel, spaced apart rods connected to the shell underside and disposed in a front to back orientation;

(b) a concave tube tunnel affixed to the underside of the seat shell and extending substantially from the front to back along the length of the bicycle seat;

(c) a tube firmly disposed within the tube tunnel, the tube including:

(i) a vibratory, oscillating motor mechanism firmly disposed within and connected to the tube tunnel, and

(ii) a power source communicatively connected to the vibratory, oscillating motor mechanism and firmly disposed within the tube tunnel; and

(d) a control communicatively connected to the motor mechanism and power source

2. (Canceled)

3. (Canceled)

4. (Previously Presented) The seat of claim 1 wherein Vibrating/oscillating motor vibrates at a frequency of 1100 to 18000 Rpm's/strokes per minute.

5. (Canceled)

6. (Canceled)

7. (Canceled)

8. (Canceled)

9. (Canceled)

10. (Currently Amended) The ~~vibrating/oscillating~~ seat in claim 1 wherein the ~~may be~~ ~~integrated into~~ bicycle saddle further comprises various materials plastic, composites, gel, foam, leather, neoprene or spring in various types of saddles including: standard, anatomically correct, gender specific, racing, recumbent and comfort; for use with various bicycle types including: Hybrid, Touring, Mountain, Comfort, Tandem, Racing, Juvenile, Standard and Recumbent.

11-19. (Canceled)

20. (Previously Presented) The seat of claim 1, wherein the tube tunnel is molded with underside of the seat shell.

21. (Currently Amended) The seat of claim 1, wherein the tube tunnel has a plurality of contact points with the seat rods and whereby, upon activation, the vibrating/oscillating motor mechanism by virtue of ~~it's~~ the connection within the tube tunnel and communicative contact with the metal rods, the entire seat vibrates.

22. (Previously Presented) The seat of claim 21 wherein the tube tunnel has an interior with a predetermined three dimensional configuration, and wherein the tube has a predetermined exterior configuration which substantially fills the interior of the tube tunnel, the horizontal dimension being thin at the front and thicker at the back, and the vertical dimension being thin at the front and thick at the back.

23. (Previously Presented) The seat of claim 4, wherein the motor mechanism frequency is 2,800 RPM.

24. (New) A bicycle saddle/seat which provides a vibrating/oscillating motion, comprising:

(a) a seat having a shell with a top and an underside, the shell having a predetermined front, a back, and a predetermined length along a long axis extending from the front to the back, and a pair of parallel, spaced apart rods connected to the shell underside and disposed in a front to back orientation, the seat being adapted for use with a bicycle having a frame and a pair of wheels,

whereby when the seat is operatively placed, the long axis of the seat is substantially parallel to the plane of the frame and wheels of the bicycle;

(b) a concave tube tunnel affixed to the underside of the seat shell and extending substantially from the front to back along the long axis of the bicycle seat;

(c) a tube firmly disposed within the tube tunnel, the tube including:

(i) a vibratory, oscillating motor mechanism firmly disposed within and connected to the tube tunnel, and

(ii) a power source communicatively connected to the vibratory, oscillating motor mechanism and firmly disposed within the tube tunnel; and

(d) a control communicatively connected to the motor mechanism and power source